

HEDGE LEAD TO DEATH AND SUIT TO GET \$10,000

Administratrix Asks Money From Rock Island Road in Case Dewey Vetter Tragedy.

An ornamental osage hedge coupled with an alleged feeble and defective headlight are given as the underlying causes of a tragedy which led to the slaying of a \$10,000 damage action in the Scott county district court yesterday.

The suit is brought by Eva Vetter as administratrix for the estate of Dewey E. Vetter through the mother's attorneys, Ely & Bush.

The tragedy occurred last winter while the victim was driving over the railroad tracks at Wagner, Ill., just outside of Milan. Vetter was squarely on the tracks when he was struck by a suburban car running at an alleged high rate of speed. The horse was killed and the buggy in which the victim was seated was demolished.

Dewey E. Vetter was hurled some distance and so badly hurt that he died two days later from his injuries. He was survived by his father, his mother, Eva Vetter who brings the action, a sister and two brothers. The suit is brought against the Chicago, Rock Island & Pacific railway, the Rock Island Southern and Walker D. Hines, director general of railroads.

Occurred Jan. 18. According to the petition the accident occurred on Jan. 18. The Rock Island Southern operates electric interurban cars between Milan and Wagner under a lease with the Chicago, Rock Island & Pacific. Between the highway and the tracks is an osage hedge, which at the time of the tragedy was alleged to be 15 to 20 feet high. At Blazer's crossing, west of Milan, the highway crosses the tracks. It is at this point that the accident occurred.

It is alleged in the petition that the hedge has the effect, owing to its height, of obstructing both sight and sound. Vetter was evidently squarely on the track when he was struck. His skull was fractured and he received other injuries.

In charging the road with negligence, the plaintiff states that in allowing the hedge to attain a height of 15 or more feet, the company violated a provision of the Illinois laws which limit the height of a hedge along the highway to four feet. The law is explicit in making it mandatory for a railroad to trim such a hedge every year. The complaint declares the company was negligent in this respect. The Illinois laws demand that

headlights carried by the railroad must be powerful enough to distinguish a man on the track at a distance of 800 feet. The petition alleges that the company was negligent in this respect and that it carried a headlight on the interurban that was weak and defective. It is further alleged that the company was negligent in that its cars were not properly equipped with headlights, bells and whistles. The allegation is also made that it went over the crossing at a rate of 45 miles an hour.

The administratrix sues for the recovery of damages totaling \$10,240. Of this amount \$10,000 is for the personal damage, \$150 for the horse and \$90 for the buggy.

HIKERS SEE HOW LUMBERING GOES ON IN THE NORTH

Chester Rahn, with the United Sunday School band in the north woods, writes The Argus about a recent trip of the boys to a saw-mill and the forest where the logs come from. On this tour they saw the logging and lumbering industry from start to finish. Young Rahn's letter follows:

"The Argus: Sunday night we slept at the Kenosha Falls. The night was cool and we slept well. Tuesday morning we started for Nopht, 12 miles east of Kenosha Falls.

"At Nopht there is a large saw-mill and every one of the boys went through and saw everything there was to see from cutting down the tree to the shipping away of boards. It was a very interesting sight and every one of the boys enjoyed it.

"After we had seen everything in the sawmill we went into the forest. This is what you call a real forest. We hiked five miles on the train tracks to where the cook house, the bunk house and the stable are. We rested awhile and started to go farther in where they cut down the trees. While we were there the men cut down some very large trees, most of them being hemlock. We then saw them load the logs with a crane. The engine that pulls the logs is different from the other locomotives. We also saw the men take bark off the trees and pile it up to ship to the tanneries.

"By that time we had seen the forest and the mill and so we started on our way back to Kenosha, where we slept over night. "Mrs. Hauberg and Miss Kline are still with us and they can rough it on a hike as well as a regular fellow. CHESTER RAHN."

BUILDERS MEET ON PAY DEMAND OF CARPENTERS

Contractors Will Determine Tonight What Action To Take On Question of Increase.

Master builders of the tri-cities will meet tonight on the question of an increase in the wage scale of carpenters.

The meeting of the Quad-City Builders' association will be an endeavor to reach an understanding whereby an agreement may be made on the wage demands of the eight carpenters' locals, through their district council.

A meeting of the arbitration boards of both factions resulted in no agreement last Tuesday night on the demands for a 5-cent per hour increase from Sept. 1, and another similar one from Oct. 1. The workers now receive 75 cents per hour.

"Secrecy Plan. The agents for the carpenters said this morning that it was the

intention of the carpenters to keep the wage issue secret until an agreement might be reached. Both the builders and union workers say they prefer a settlement without a tieup of construction work. Further conferences are being arranged between the capitalists and laborers, although the union agents said today that no definite date for a meeting has been scheduled.

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